



Prepared by U. S. Department of Agriculture, Forest Service,
under the direction of the Chief of Engineers, U. S. Army, 1944.
Control by U. S. Coast and Geodetic Survey, U. S. Geological Survey,
and Forest Service.
Topography by Forest Service stereophotogrammetric methods KEK plotter.
Photography by Soil Conservation Service, 1943.
Polyconic projection, 1927 North American datum.

ROAD CLASSIFICATION
Dependable hard-surface,
heavy-duty road. ——— U. S. Route (180)
Loose-surface graded,
dry-weather road. ——— U. S. Route (30)
Secondary, hard-surface,
all-weather road. ——— State Route (30)
Dirt road. ——— State Route (30)
More than two lanes indicated by note along road with tick at point of change.
3 LANE 1 LANE
THIS MAP COMPLIES WITH THE NATIONAL STANDARD MAP ACCURACY REQUIREMENTS.

Scale 1:31,680
1000 500 0 1000 2000 Yards
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL (1929 ADJ.)
ONE THOUSAND YARD GRID COMPUTED FROM GRID SYSTEM FOR PROGRESSIVE MAPS
IN THE U. S. ZONE B. U. S. C. & G. S. SPECIAL PUBLICATION NO. 59
THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED
TEN THOUSAND FOOT GRID BASED ON MARYLAND PLANE COORDINATE SYSTEM
NOTE: OFFICERS USING THIS MAP WILL MARK REDUCED CORRECTIONS AND ADDITIONS WHICH COME
TO THEIR ATTENTION AND MAIL DIRECT TO "THE CHIEF OF ENGINEERS, WASHINGTON, D. C."

APPROXIMATE MEAN
DECLINATION 1944
NO ANNUAL MAGNETIC CHANGE

USGS
Historical File
Topographic Division

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